

Rejo's Desk Copy

BOARD:

RAY DAVIS-CHAIRMAN	KD6FHN
BILLY HALL	N6EDY
JOHN EDWARDS	KC6ZOZ
JOHN REYNOLDS	W5JFR

BA-MARC:

DAVID SAWYER	K1DRS
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EASTCOAST MARC:

PAUL ILTCHENKO	WF1G
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IL/WI MARC:

PAUL PLASTERS	K9PEP
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TEXAS MARC:

JERRY IRWIN	K5JEI
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MISSION STATEMENT:

"Dedicated to providing service to the community while combining the two hobbies of motorcycling and ham radio"

PRESIDENT:

JOHN REYNOLDS	W5JFR
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SECRETARY/TREASURER/EDITOR:

BONNIE DAVIS	KD6OFQ
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50/50 & DOOR PRIZES:

MJO REYNOLDS	KF6BEB
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MARC WEBMASTER:

CHARLES ROBLES	KF6TXI
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RAY DAVIS	KD6FHN
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MARC LIST:

LEWIS OSBORN	K7LVO
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DE WITT MORGAN	KM6UK
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MARCH 2011

FROM THE PRESIDENT'S DESK:

Is it spring time yet? Perhaps not. I shall keep the rain gear handy for a few more weeks. Riding in the rain is not my favorite thing to do. The drivers here in Southern California just refuse to slow down. They don't keep their wipers in good condition either. Then the puddles and bad roads. It is hard to tell how deep and wide the next puddle is. Just isn't safe to ride. If you must ride or drive, please, be safe.

Now for the biggest thank you that I can muster for Harold, KI6TYH, our coordinator for the Tour de Palm Springs. Even with over 9000 riders at the tour this year, things went as well as could be expected. Harold was busy most of the day getting all the motors dispatched at the scheduled time, taking care of problems at net control, and even sagging a few bicyclists forward to the next rest stop or back to the start finish line. Thank You Harold.

This Tour de PS was definitely an event to remember. The weather in Palm Springs was perfect on both Friday for the ride to the desert and on Saturday for the tour. There were at least 2000 more riders show up and register than had been planned for by the Tour staff. Plus, no one knows how many ride along riders there were. I know that many people just rode with friends so they didn't have to register for the ride. No matter, we still took care of them on the road. Our net control operators were very busy all day with the calls from our motors for assistance and just to report in that they were helping someone with a flat tire or moral encouragement. Oh yes, I did have to get a battery jump from Kevin, KE6SUI, then return to net control and purloin Mijo's car for a trip to Indio to purchase a new motorcycle battery and return to the net control area to install it in my wing. Kevin had a problem with his rear luggage rack, seems that a weld broke/fatigued and it fell off. Ray and Bonnie were nice enough to load it in their van and haul it back to the OC for him. I thank all of our Tour de Palm Springs participants with a special thanks to Joseph, W6UPB, who rode

his scooter from the OC to Palm Springs. A return trip to OC was a trio of Joseph, Kevin and Chris, KB6MYR. Kevin and Chris treated Joseph to a ride through the mountains south of Indio/Palm Springs so he wouldn't have to ride the freeway again on the "UPB". You gotta love it. Also, to Gene, K7GRD and Lorie, KE7WUU who rode down from Las Vegas to see how we handle an event in Southern Cal. This was a baptism of fire for both of them. Then Scott, KI6WOD, our new member from Banning had a slight medical emergency and was transported to a PS area hospital. I am glad to report that he is well and sends his personal thanks to everyone who helped him with his motor and his son Derrick, WA6PTN, at the event.

Now, it is time to focus on the San Diego Tour de Cure and the Ship 2 Shore in Long Beach. Bonnie will have sign up sheets for both events at the March meeting. We are looking for help coordinating the San Diego ride. George, WM6L, has been ill and we desperately need someone in the South Orange Co. or North San Diego Co. to step in and help us with this event. Bonnie and Mark, KE6ZRP, have been working the Ship 2 Shore. Chuck, KF6NJP, has been busy getting all the routes and way points organized and computerized. I understand there is still some work to do as not all of the rest stops have been finalized and there are always a few last minute changes due to road repairs/construction. smaller version. Now that the garden has been worked for several years and most of the rocks have been dug out, I no longer need the power and weight of the big tiller. It is time to get something easier to manage going up and down the garden rows. I hope to grow enough Please plan on coming to the March meeting and sign up for these two events.

Have you been checking in on the MARC net on Wednesday evenings? We have tried to make it easier by including Echo-link and Skype as ways to check in for those who have difficulty hitting the repeater at Santiago peak. I know that some of our members have trouble checking in two weeks in a row. Starting with the net on 16 March 2011, you

will only have to check in once each month to be eligible for a free breakfast. There is a catch however. Mijo will no longer draw a name/number each week, she will do that at the monthly MARC meeting. If you have checked in once that month you will have one chance to win. If you checked in all four weeks then you will have your name/number in the pot four times for four chances. Make sense? I hope so. No longer will anyone be penalized for not being able to check in two weeks in a row. Good luck!

Mijo and I have been quite busy as we have taken on the task of tending to our neighbor's 4-5 month old son. They are both professionals and work during the day so we are playing at the grandparent's role and watching young Aden during the day. That is one reason that I have not had my base station on the Santiago Alert repeater during the day for the past few weeks. Also, my sister from Indiana was here to visit for two weeks. Her visit and the Tour of Palm Springs kept us quite busy. We did work in a tour of the Richard Nixon Museum and Library on President's day. We have had this on our "bucket list" since we were invited by Michael and Gweneth Pryzbylo, KE6GYC and KF6IXB, to visit a few years ago. This is a very nice and educating place to visit right in our back yard. If you can find time, please take an afternoon to visit.

It is almost warm enough to start the garden for 2011. I have started a few seedlings under a grow light in the ham shack and have decided to replace the aging eight HP roto-tiller with a smaller version. Now that the garden has been worked for several years and most of the rocks have been dug out, I no longer need the power and weight of the big tiller. It is time to get something easier to manage going up and down the garden rows. I hope to grow enough to share later this year.

John F. Reynolds
President MARC
Johnw5jfr@roadrunner.com
909 820 0509

SHIP TO SHORE TOUR DE CURE

MAY 1, 2011

Queen Mary Event Park

1126 Queens Hiway

Long Beach, CA 90802

Park is at Pier J-Queens Way & So Harbor Scenic DR

Everything is falling into place. As of March 1st we have registered 126 Teams, 1339 riders & raised \$116, 228 rider dollars & \$25,000 sponsorship dollars. Our goal is register 1750 participants, 200 teams & raising \$750,000 including \$50,000 sponsorship dollars.

We are working on the sag vehicles. Donna (ADA) has made several contacts but as I told her we needed ham radio operators driving or in vehicles for communications... So far MARC has 3.

Now here is how the bibs are going to work this year. Mark & I decided on the color yellow with black numbers;

8 MILE RIDERS: All bib numbers will begin with the number "1," so the first 8-mile rider will have the number 1001, followed by 1002 and so on.

11 MILE RIDERS: All bib numbers will begin with the number "2," so the first 11-mile rider will have the number 2001, followed by 2002 and so on.

30 MILE RIDERS: All bib numbers will begin with the number "3," so the first 30-mile rider will have the number 3001, followed by 3002 and so on.

60 MILE RIDERS: All bib numbers will begin with the number "4," so the first 60-mile rider will have the number 4001, followed by 4002 and so on.

100 MILE RIDERS: All bib numbers will begin with the number "5," so the first 100-mile rider will have the number 5001, followed by 5002 and so on.

They have been able to get some food donated- which is one of the hardest things to obtain.

At this point in time I am not sure where we will have Net Control set up. Hoping to get across in the Reef Restaurant parking lot if there is not room for us in the park...

We have a great committee this year and it continues to grow.. Most are diabetic people.

Bonnie KD6OFQ (:))ss

Mark KE6ZRP--Coordinator

John Beckwith N6JCB-- Assistant coordinator

"MARC" NEWSLETTER DEADLINE:
(SUBJECT TO CHANGE)

MAR	2nd	FOR MARCH
MAR	30th	FOR APRIL
MAY	4th	FOR MAY
MAY	25th	FOR JUNE/JULY
AUG	3rd	FOR AUGUST
AUG	30th	FOR SEPTEMBER
SEPT	28th	FOR OCTOBER
NOV	2nd	FOR NOVEMBER
NOV	30th	FOR DECEMBER

Tour de Cure San Diego - 20th Anniversary
Saturday, May 7, 2011

MiraCosta College, Cardiff Campus

3333 Manchester Ave

Cardiff, CA 92007

Routes: 100 mile, 55 mile, 30 mile, 10 mile
1,500 riders and 200+ volunteers

We have changes the 70 mile route to a 55 mile. The change has all three major routes (100,55,30) using the same beginning section, I.E.. They all leave the college heading west to the 101 and travel down towards Torrey Pines. The 55 mile does not do the Torrey Pines Hill but other than that it follows the 100 mile route until they hit rest stop #3 in San Marcos.

They then head northwest through Carlsbad towards the Coast. Once they hit the coast they take the 101 back to the college. We are not allowed to put any signage for the route in Carlsbad so we have ask Rip's Bad Ride committee members to help us out along that section of the route. This would be from approximately mile 36- mile 44.

They will station their bikes along this section to help guide our riders through. MARC will not need to cover this section.

NOTE: We have added a 6th Rest Stop to the event. It is located at Cannon Park in Carlsbad, along the 101. We did this for the 55 mile riders. The 100 milers will be going by this Rest Stop as well since it is along the 101.

We are still offering the Family Fun Ride (10 mile) that leaves the college, heading west to the 101. They turn North and go approximately 4.5 miles up the 101 and then turn around and head back to the college. We would love to have a motorcycle in the front and one in the back of this group. There are a lot of kids in this ride and we want them and their parents to feel safe.

Meetings are: **Next Meeting**

Tuesday, March 8, 6 PM

ADA Office

5060 Shoreham Place, Ste. 100

San Diego, CA 92122

Communications from Rip's Bad Ride members will have my cell phone # in case they need to pass info or need assistance. Charles & Billy H. know these gentlemen: Chuck Marsh & Kerry Kubitsky... Ray & I will go down for the March 8th meeting. They will only have two meetings left after that.

"Bonnie"

Events for 2011 so far::

April	16/17	Baker to Vegas
April	16/17	BP MS 150,TX
April	23rd	Tour de OC(Cancelled)
May	1st	Ship to Shore Tour
May	7th	20th San Diego Tour de Cure
June	5th	Bad Ride
Oct	15th/16th	MS 150, So. CA

Volunteers are the only human beings on the face of the earth who reflect this nation's compassion, unselfish caring, patience, and just plain love for one another.- *Erma Brombeck*

MINNESOTA WEATHER-BRRRR

Promises from weather gurus on the TV about a thaw. These past few months have been grueling. Understandably the friends I have all agreed that it feels long when the temps stay below the freezing line. We also had a few below zero days but nothing under -20 below. Still the winds of chill can cut any work. I had to remove the lock on the trailer and it took me 30 minutes! I knew it would be tough due to 41 degrees and rain a few days before.

Heated Cages are good. However this past weekend the thermometer soared. Saturday we were 43 degrees and sunshine! Seeing people walking with coats unzipped or even shorts! Yeah I know... with a backdrop of a snowbank.

Sunday after church I headed for the basement. tried looking at the computer but my eyes searched the basement and well the electric vest hung where I had put it last November. The 'Stich was next then the riding boots. Grabbed my black helmet and the big chopper mitts and thudded my way upstairs.

"Going somewhere?" Karen's eyes lighted with mischief. Her Dad, Ken grunted and smiled.

"Maybe." I replied. Sunshine reflecting off the snow and ice covered roof, bouncing its light into the kitchen window.

"Hope both bikes start."

"They will!" Karen replied

"Have a good ride!" Ken exclaimed "Good by!"

RS purred while I filled the tires with air. Pushed it out on the wet black top and looked down the alley. Two paths or snow ruts with some ice pack in the middle... "Got to do this real slow." I muttered. The bike hadn't been ridden for 3 months. Seemed big to me as I hopped on the seat. Listening to the garage door moan as it slid down the track. Sunshine reflecting in puddles. Temperature at 51.. well air temp. The ground with over 2 feet of snow is still cold. Waited at the alley entrance and took a right and opened the throttle. Some van came by and gave me a friendly BEEP.

Headed north up hwy 47. Traffic lights were nice to me. Finally had to stop north of 694. To my left was a big Ford Pickup with snowplow. I was waiting for the light to change... BOOM BABOOM! First I thot the pickup had dropped his plow on the pavement... then I noticed in the mirrors a 3 car pile up in the left turning lane! Rear wheels of the fancy Jeep was up on the hood of the small compact car's hood!

Light turned green and I decided its time to escape. Rode north thru Anoka and up to Elk River. Heated grips felt good. I had changed to my roper gloves earlier. 2 pairs of Mitts in the saddle bags. Blue skies and wisps of clouds. Sun beaming down on the white with trees of no leaves. Perfect. Headed north on hwy 169 and thinking of where to take the next Right turn... Finally decided to take County road 4 east from Zimmerman. Noticing lots of snow mobiles and their riders along the ditches. Or standing by their sleds and communicating with their arms on the fresh memories of the day.

I had decided to head east due to the dark clouds to the north. Weather people had said there was a cold front coming and with it either rain or freezing rain... happy to move east then. Watching the lakes and the portable ice houses. DNR has certain rules on when or how long a fish house can be out on the lakes. With the snow pack there is LESS ice or even

NO ice in places. Just snow covered water traps.

Polaris and Ski-Doo sled was to the right of me as I covertly came up on them. Double takes by the riders? Priceless.. Ski doo had a whine to it as the rider sped up. However they had to watch the cross streets and driveways. Left their headlights far behind. Sweeping curve north and the dark clouds looked angry waiting to pounce.

Recognized the intersection and took another right. Passed thru Isanti heading for hwy 65. Didn't feel cold but I Did plug in the electric vest and the warmth surprised me. Figure I must have needed it, eh? Winds from the west and south buffeted the bike. Cars kept coming around and looking at this strange phenomenon... a 2 wheeled transportation device in the middle of Winter. I did see some smile, I of course never let the smile diminish!

Frost heaves and potholes reminded me that yep i need to reinstall a new fork seal. The new ones I put in last fall had one of the springs fall out of it. OK... might as well order them now. Even though snow will be back again by next week. 84 miles in my Right hand loop! Warmed my self again in front of the computer. Or under a blanket watching the weather.

You know how people like to put you in some sort of category? We all do it. Prejudgment maybe? We or well I eye up a person and usually figure them out even before talking to them.

2 weeks ago I met Ken. His wife comes to church and we had talked at one of the church potlucks. Darlene found out that I have this motorcycle disease and wanted to know what I rode. Told her of course and she informed me that her husband also rides BMW. She jotted down all my info including the email and told me she would get her husband to call. Well you know I figured that I am the one to make the call to Ken. He has 2 Harleys, 2 beemers and a KLR and some Suzuki machine. Likes to ride in the dirt.

Came by the building in a Toyota Prius..."Figured I needed a car that gets mileage like my bikes!" he exclaimed. So he drove me down to Bob's Java Hut. He had never been down there or had heard of First Thursday and the crowds of bikes that ride down.. especially in the summer months. Its amazing... or its word of mouth as if there is no advertising then no one knows. Anyways we talked of bikes and he had a trip to show me when he went to Mexico. I thot that was cool... Here is the funny thing though.

After he was done with his stories he asked me what I ride. So I told him about the K bike that had purchased in 07. At the time it had 22,600 miles, and a price of 3500 bucks. "I take it you have about 34,000 miles on that bike now, Tim?" Pegging me for an average rider.. assuming that a low key janitor in a low pay job.. well versus him...

"Closing in on 92,000." I said matter of fact.

"Whoa!" He replied, "Where have you gone?"

"Lets see 24 states in July of last year and---"

"Excuse me," he picked up his cell phone and talked for the last 15 minutes... waved as I exited his car.. "See you Tim!" His quiet car was gone... heeh...

First impressions? 73! See you in May... been telling people that i have a breakfast to go to in California...

tim lindstrom, ab0ts

1995 bmw k1100rs... 91,360 miles start on Feb 13, '11

1985 bmw K100RT... 74,000

RAY'S RAMBLINS



39 degrees this morning when I left for jury duty at 7am.

At least I was able to hook up with the jury room wireless for a change. I am using the Toshiba Net Book and the key board is so much smaller then I am use to and it is slow going. The connection here is very slow as it has been downloading for about 30 minutes now. So far I have been lucky. It is 10:30am and about 300 jurors have already left the room for jury duty, but at least I have not been called.

When I came through the security check point someone picked up my cell phone by mistake and no one has returned it yet. I was able to call John W5JFR on Skype using the NetBook and he called Bonnie to let her know my cell phone was missing. Late update, found my phone at Lost & Found when I was released from Jury duty at about 2pm None of the officers there at the time knew who returned it.

We did get through the Tour de Palm Springs charity event OK, but it was certainly a struggle. We were able to get into the Baptist church Friday morning Feb. 11th, when we got into town early, to set up our towers and antennas. They did have a security guard there all day and Friday night, but we chose not to set up the ham radios just yet. The RACES group had only given us one 440 repeater frequency to use so we put a Comet GP-9 up 40 feet so that we could have full route coverage on the 144.370 MARC simplex frequency. Even with full coverage of all the routes on MARC simplex and one 440 repeater, it was not nearly enough to hand all of the emergency radio traffic at MARC Net Control. Those poor ladies and men helping out there at net control were just over whelmed with calls. I don't how they did it, but they did a wonderful job getting it all taken care of. God Bless them.

On Friday afternoon after we got the towers and antennas up (with the help of Kevin and others) Kevin and I went 9 miles over to Joel's bicycle shop to pick up some extra tubes for Saturdays event.

Then on the way back from the bicycle shop Kevin lost his rack on the trailer hitch of his GW, but we were able to get it back to the motel and put it in the back of our van. I'll let Kevin tell you all about that bit of fun and adventure.

Friday night all of those volunteers that were staying over Friday night, met at Carroll's restaurant next to the Quality Inn in Palm Springs for a nice dinner and a lot of fun. That is one of the joys of doing events out of town, we get to socialize with our members a lot more and can have a lot of fun doing it.

Saturday morning Carroll's restaurant opened at 5am (an hour early) to accommodate the bicyclists and MARC members so we got to dine together one more time before we had to leave for the church and start setting up net control for the 7am start for the 100 milers. Once we got all the radios on line and the ladies set up for the mess they were going to encounter that day, I left for the starting line.

I missed the starting line so went up the route a couple of blocks and sat in a driveway waiting for the 56 milers to start at 8am. Man what a mess that was. I know the organizers were expecting about 7,000 riders (we found out later that there were about 9,500 riders) so when all of those riders on the 56 miler tried to all leave at once and funnel down to one lane, it was total chaos. While I was sitting there

one of the bicyclists called out my name and of course I didn't recognize who it was with all of his riding gear on, but luckily he yelled at me that it was Kenny Hill. Kenny was one of the best engineers (engineers drive the fire trucks) on the fire department and drove for me many times after I made Capt. He and I also shared a trailer at the Colorado river during the years that we were up there water skiing. Now that was a long, long time ago. :-)

Now you know that it is going to be a long day when the 56 milers haven't even finished going by where I am parked and already net control is calling me to send me up the route where 3 bicyclists already have flats and need one of the larger bicycle air pumps. One also needed one of the new tire tubes that we bought on Friday. From that point and until I quit working the 56 miler at about 3pm I could hardly make it a mile without having to stop and furnish a tube or loan out the big air pump. I am sure I never, in the 7 hours I was on the route, made it over 2 miles without stopping. This was the way it was all day for all 17 motorcycle mobiles that were volunteering for this event. We were all glad when at 5:30pm we were told to shut down net control and bring in all the motorcycle mobiles.

We got the towers & antennas down and radios put away and everything loaded in the van. Then Bonnie driving the van and Charles and I following we headed home for Irvine. We got home about 8pm and were very tired. Unloading the van would have to wait until Sunday.

Our Tour de Palm Springs coordinators plan on having a review meeting after the MARC March meeting on Saturday March 12th. I already know that there will be a lot to discuss this year.

Last but not least about the Tour de Palm Springs charity event. Some funny things did happen to our MARC members and I am sure that they will find some kind of excuse to deny this. Saturday morning when most of us were up and having breakfast at Carroll's restaurant, John (one of our Tour de Palm Springs coordinators & fearless MARC Pres.) over slept and never made it to the early morning breakfast. Their alarm clock didn't go off so they say and the hotel didn't call them as they had been asked to do. Yeh, right. :-) Then Mark KE6ZRP who hauled his Harley out to Palm Springs in his pickup on Friday night, didn't show up for anything until about 10am Saturday morning. Seems he forgot to bring along an important part of his riding gear (his helmet) and had to wait until Saturday morning to go to a motorcycle shop and buy one. Now his story is that he needed a new helmet because his old one had a scratch on it and he decided to get the new one at Palm Springs. Stick with that story Mark, all of us really believe that one. :-)

Two weeks ago I went in to the dermatologist to have them take a biopsy of the top of my right ear and it turned out to be cancer. So they took off part of the top of that ear and put stitches in it. Wed. March 2nd I go back to have the stitches out and they will do some more cutting on another spot on the same ear. Hopefully this will be the end of it. They are also trying to get rid of the scabs I have had on the top of my head for the last 20 years. They never clear up no matter what we put on them, so this time if they don't go away they will take a biopsy of that too. Always something. Has it got anything to do with getting OLD?

They just took some more jurors for a trial and at least I am still not called on. About half of the jurors were let go home and have to come back tomorrow. I am hoping that if they make us stay late, that

will be the end of it for jury duty this time. I hope I don't have to go through what Bonnie did the last time she was called to jury duty. She had to come back all 5 days. bummer. Update, now from home, they let us go at about 2pm and we are finished with jury duty this time around.

Days have gained another hour of day light (now at 11 hours, 27 minutes) since last months MARC newsletter. Yea. Now if it would only warm up to the normal day time temperatures that we should be having, it would be nice. We did hit the 15 inches of rain mark last week, that is normal for a year here in Irvine. We certainly could use more, but I don't think it is going to happen. Looks like the North central states are flooding all over, Ohio in particular this year.

I hope some of you are following the All Star Motorcycle Circus & Expedition web site of Iron Butt Riders Dean and Lisa. They have finished their ride from Prudhoe Bay Alaska to Ushuaia, Argentina, the Southern tip of South America. Dean's 1000cc VStrom is only able to go about 45/50mph and sometimes not that fast when going up hill. It has been that way for over a week and they have had it at two Suzuki shops along the way and no one can find out what is wrong with it. Today (Tuesday March 1st) they will be loading their 2 motorcycles on a ferry and will spend a couple of days going North to eliminate some of the riding they would have had to do with a sick motorcycle. At least they are on their way home now, but still have about 700 miles of riding to do after the ferry ride to get to where they are going to fly home from.

With the help of Mike N7WNO we were able to purchase another Dell Latitude D620 (like new refurbished direct from Dell) like the one I have that the screen went bad while on the SCMA 3 Flags Classic last Labor Day weekend. Now all we have to do is pull the hard drive and the 2 gig of RAM out of the old one and put it in the new/refurbished one and shazam, we have it fixed. It was cheaper then sending the old one in for a new screen and cheaper then buying a new one and then having to learn a new Microsoft operating system. Another YEA and big thank you to Mike.

We have received the new 1/2" tubular trunk rack antenna brackets and have put them together and bagged them. They will still be the same price as before (\$25) and we can again start selling them to non MARC members.

Don't forget that the MARC dues and the ALERT/BARN dues are past due as of March 1st. Bonnie will now go through the MARC roster and eliminate the names everyone who has not paid their MARC dues for 2011. We will then send the list to the MARC List Coordinators and those will be removed from the MARC List.

Please don't forget to support our MARC Newsletter advertisers and be sure to patronize those that support out MARC Christmas party and our MARC May Anniversary party.

We have been having some great turnouts at our unofficial MARC get-togethers at Huntington Honda and Woody's on the Saturday mornings. Come join the fun, everyone is welcome to help kick tires and tell stories of past and future adventures.

My planned up coming rides for the spring & summer, I am planning on riding to Houston for the BP-MS-150 Houston to Austin TX. on the weekend of April 16th & 17th. We also have charity events on Sunday May 1st and another one Saturday May 7th. Yeh

that is correct, 2 charity events in the same week. Then there is the Southern CA M/c Assoc. (SCMA) Blazing Saddles Ride over Memorial Day weekend. After the BAD (Bikers Against Diabetes) Sunday June 5th I plan on leaving again for the summer which will include Wing Ding in Knoxville TN July 5th thru Saturday July 9th. Come back home sometime in late August and then do the SCMA 3 Flags Classic over Labor Day Weekend. End of riding season for me. Hopefully I will be fit health wise to do all of that riding. Casper (our 04 White Gold Wing, for those that don't know) will love it I am sure. Billy KF6WBV, Rob KH7MW and Joy have indicated that they may also join me at Wing Ding. Just a thought, if nothing else gets my attention, I may decide to do the SCMA USA 4 Corners ride for the 14th time. That is San Ysidro CA, to Blaine WA, to Madawaska ME, to Key West FL and back home, 10,500 miles round trip. But I would like to have someone to share that with again. Just a thought.

And finally a little more MARC history. Ten years ago this month, our MARC President John W5JFR excepted the MARC Boards invitation to also become a MARC Board Member. This month 10 years ago the MARC East Coast Chapter had 10 MARC members signed up. 10 years ago we were still doing the Inland Empire Tour de Cure. Drew VE6HGW who was first to do our MARC web site was still doing the MARC Web Site. A new motorcycle battery trickle charger (the Friction Zone) came on the market, but it never worked like they advertised. We had nice MARC newsletter articles from the other MARC chapters, BA-MARC, MARC East Coast and MARC IL/WI. Hope that could get going again.

God Bless all of our MARC family, our own personal family members and friends, have a safe and happy 2011.

May the skies be clear & sunny and the wind forever at your back. Safe rides to one and all.

Ray Davis KD6FHN <raykd6fhn@earthlink.net>
MARC Chairman Of The Board
Hm (949-551-1036) Cell (949-300-9669)
<"<http://www.marc-hq.org/>" >
Casper now with 186K



"I think it's time to stop shopping when the computer asks if you need another shopping cart."

"Our greatest glory is not in never failing, but in rising up every time we fail.: (Ralph Waldo Emerson)

Tour de Palm Springs 2011

Hello fellow MARC members.

I hope that everyone that participated in this year's Tour de Palm Springs (TdPS) had a good time and enjoyed themselves. Even though this was my 2nd year of coordinating the ride and 1st year participating, it was good, honest work and very rewarding...I hope everyone felt the same. I know Scott KI6WOD won't forget his experiences soon but he says things are going well for him and he looks forward to participating in our next ride.

I have talked with my TdPS contact, Ken Nelson N6HR today (3/1) about the post-ride meeting. He said at this time there is nothing scheduled for post-ride meetings except at the Board level...so much for ride improvement.

Ken did say that Tim Essers, the Founder of the Tour de Palm Springs, thanked both the MARC and RACES organizations for our ham radio coordination of assistance for the riders...it was much appreciated. Ken also learned from Tim that there were in excess of 9,500 riders but they do not have a final tally yet. Also, they do not have a final tally on funds raised.

Ken also said they are working on accumulating the TdPS T-shirts that haven't been delivered to MARC but he didn't elaborate. He said that when the list has been completed, he and I will meet somewhere between Whitewater and Beaumont to make the delivery....more to follow.

Harold KI6TYH
TDPS coordinator

~~~~~  
Many thanks to all those motors:

W6AJB Andy, KF6FFJ Dennis & Boris, KD6FHN Ray, K7GRD Gene, W5JFR John, KB6MYR CHRIS, N6QZT Mike, KD6REA Jim, KI6SUJ Kevin, NR6T Clint, KF6TXI Charles, W6UPB Joseph, K6WBD Bill, KF6WBV Billy, N7WNO Mike, KI6WOD Scott, KF6ZQO Fara, KE6ZRP Mark.

Our bicycle mobile WA6PTN Derrick-great job...

Then our Net Control:

KF6BEB Mijo, KI6SOT Karen, KE7WUU Lorrie, June Johnson, KD6UZM Alvin, yes myself Bonnie KD6OFQ...

This was one busy Net Control, we certainly broke in Lorrie & June. One thing for sure I am certainly glad I found the larger message pads as they work perfect and again & again I had to show them the duplicates to prove we did indeed give them their copy..

I felt really bad for the bicyclists who had to wait so long for pick-up. And another thing this idea of picking of the rider in one vehicle & their bikes in another is ridiculous... Some of those riders were not going to let their very very expensive bikes leave their sight..

The emergency crews were kept very busy also, I can't ever recall so many accidents of downed bicyclists...

Where would we be without Chuck KG6NJP & Bill K6WBD who take of our routes and make it easier for our motors... and gets the MARC computer ready for the event...

Thank you two very much. I know the pay isn't good but the efforts are wonderful.

~~~~~  
Remarks from some of Ship to Shore Tour committee members who rode in the PSTDC:

Stan: Tour de Palm Springs was sloppy on safety; we must tighten

up our safety message to ensure that our growing numbers of cyclists do not create an environment where accidents are likely; safety talk from start line, additional safety signage, written safety rules and a more emphatic safety message on the website were all discussed. ~~~~~

Tour de Palm Springs February (11-13) 2011

Joseph W6UPB,

This is my first time writing on the newsletter. I hope you will find it informative and fun reading. My name is Joseph W6UPB. My mode of transportation is a 2010 153 cc Honda scooter. The chairman of the board Ray KD6FHN gave me the acronym under powered bike; because the Hondas top speed is about 70 mph. UBP is the suffix of my ham call sign W6UPB. In the years since joining Marc I went from a handheld to a mobile 2 meter 70cm radio and added a Garman 660 GPS. My bike is a work in progress as I continue to add things to it.

Day one

It was a beautiful Friday afternoon when Chris KB6MYR and I started out for Palm Springs it was around 12:30 PM. We left his house and got onto the 405 freeway south, then to the 55 freeway north, the 91 Freeway East. All was fine until we got on the 60 Freeway East. Chris and I were riding at comfortable speed of about 65 miles an hour. When the traffic started to slow down we knew something was wrong. A couple of miles later, we had run into a ton of traffic as the freeway had been closed, due to a fatal accident, forcing all of the traffic onto Gilman Springs Road. We sat in bumper to bumper traffic for miles. Then we were diverted off the Gilman Springs Road on to Highway 79 North. Now I was really getting low on gas, and we were still going bumper-to-bumper even on 79 highway. I told Chris I was very low on gas, and we pulled over and Chris pulled out a 1 gallon gas can (from a side compartment on his bike) and refilled my tank, we were good to go again. *One thing I should note; the way Chris and I were able to communicate bike to bike; I had used a handheld wired to my helmet. Now I know how important communication bike to bike is while riding in a group, without the handheld and a PTT button on my handlebars I don't know what I would've done.* Suddenly Chris got on the horn and asked me if I knew how to split lanes I said go for it. I just wanted to get out of traffic. Something I have never done it before, but I was willing to do just about anything to get out that bone crushing traffic so we did. thank god no bones were crushed splitting those lanes. We worked our way back onto the 10 Freeway in Beaumont and then to the SR 111. And finally into Palm Springs arriving somewhere around five o'clock. A ride that should have taken two hours took us about five hours. Chris and I made our way to Motel 6 where the accommodations were just wonderful.

Chris and I walked over to Carrows about seven o'clock to meet the rest of the MARC group we had a wonderful dinner and a great time. I stood in front of the long table during dinner and asked everybody to turn around for a picture "except for Ray Davis". I thought it was funny, although I didn't know if Ray heard me say "except for Ray". I was able to meet MARC members from Arizona and Nevada too.

Day Two

On the morning of Tour de Palm Springs ride, Chris and I made our way to Net Control, got our bikes all taped up ready for the ride. I did what I could to help the ladies setup for Net

Control, got my Comet antenna from Ray KD6FHN. As I can recall I did not get stung by the Stinger. I think that has to do with the top of the Comet antenna. I made my way to the start finish line where to my surprise, thousands upon thousands of bikes, or maybe hundreds upon hundreds of bikers all decked out in riding gear, ready to go. I didn't have to get started on my 25 mile ride till 9:30 AM so I stood around talking to people and taking some pictures and waiting for my time to go. At around 9:30 AM the last of the 25 milers group left and off I went. On my first right turn on the 25 mile ride I saw four or five ladies standing on the side of the road, the youngest one had a flat. I pulled my bike over asked them if they needed any help. One of ladies said that they had a flat tire, and didn't have any way of fixing the flat. I walked over to the girl who had the flat tire, who seemed to be an older teenager and distressed that she would not be able to go on with the others, she said that she could walk back to the start-finish. I asked the girls if she had inner tube, she said no. So I called for a sag wagon, Net control told me it would be about an hour. Then one of the other girls in the group said that she had inner tube kit. So we got it to work and got the teenagers s bike fixed. All of them were very grateful for the help, thanked me very much and asked to have my picture taken with them. The teenage girl who had the flat was very happy and was glad to continue the ride. I called the control and canceled the sag wagon and went on my way looking for the last rider. Throughout my 25 mile ride, I encountered many situations; while following the last rider. Someone would ride up to me and say that a rider was down and needed help. The riders that need help were on the 55 mile ride, which joined the 25 miler riders on the way back to the start finish line. I would stop and render help to those who needed it and get back on my way to find my last 25 mile rider, only to lose her again. I would stop and help somebody else. Eventually, I would race to catch up to my 25 mile rider to see her to the finish line. Hell, I finished with her, driving through the finish line too. The last rider and I had lots of fun, trying to keep up with each other.

After a short break, I let Net Control know I was going back on the road to look for trouble and boy did I find some. Thanks to my Garman 660, I was able to navigate back to the 55 mile and the start of the 102 mile courses returning to the start finish line. I thought I was suppose to look for trouble, but I think trouble was looking for me. With hunger chasing me I made my way to rest stop number four where I found bananas, apple slices and a lot of M&Ms. I ate, drank and ate till I was energized. Then I was back on the road. It was about 4:45 PM when I started making my way back to Net Control looking for trouble along the way, I arrived at Net Control about 4:55 PM. I helped the group breakdown Net Control's equipment and put in the back of Ray's van. I found some pizza to munch on in the building where RACES and Net Control had been stationed. I spent some time talking to the other members thanking them for all their help in getting me through this very busy day, not to mention the troubles they had on the hundred mile run. What the MARC members did on the hundred milers run was truly a heroic deed. I hope one day to live up to their standards. Chris and I rode back to the motel and met with Kevin Wilson and we talked about riding back together the next day.

Day Three

It was Sunday morning and the sun was out with a little chill in the air at about 50°. Chris and I got ourselves up, packed and ready to go. It was about 8:30 when Kevin showed up at the

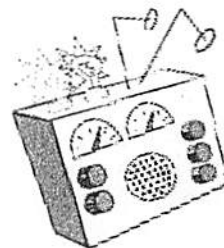
hotel. We drove over to Carrows for breakfast. To my surprise I saw other MARC members having breakfast to. With a lot of chatter between bites of food, we all had a great breakfast. Chris, Kevin and I said our goodbyes to other MARC members wishing them a safe ride home. After gassing up, we hit the road for home.

Kevin KI6SUJ was our guide and took the lead to SR 111, south to highway 74 and on to Pines to Palm highway. As we made our way out of Palm Springs in constant communication with Kevin and Chris we made our way into the mountains. As we rode up the slow winding roads with very little incline. We would pull over and stop to let other vehicles pass. Kevin would walk over to me, with riding tips dancing in his head, would make suggestions on how I should ride. I eagerly took his suggestions as I rode and applied what he told me religiously. We made a stop along the highway to take some pictures of the beautiful Palm Springs Valley overlooking the path we had taken. Kevin suggests to Chris How about lunch my treat; Chris said sounds good to me. We saddled up and made our way to Mile High Café. We pulled into the parking lot of Mile High Café and I noticed all the pine trees surrounding me, the cars slowly passing the front of the café and the people walking or ride their bikes around this small-town. We walked in the café. I saw various relics and memorabilia around the inside of the café. The waitress eagerly led us to a table and asked us if we wanted something to drink. While waiting for our drinks and food to arrive Kevin eagerly continued schooling me how to ride an Under Powered bike up the mountains, Chris also got into the act and with pointers too. Like a good student I eagerly digested what they had said, leaving me full without having a bite to eat. That didn't stop me from ordering lunch so I did. With lunch over, we our way back onto Highway 243 over to Ortega Highway up to the Lookout Roadhouse, where we took some pictures. We eventually made our way to Interstate 5 freeway and headed north, Kevin once again saved my bacon by pointing out to me that I was in the diamond lane and I should get over to the right side to get on the 405 freeway. With Kevin's last-minute instructions we said our goodbyes, Kevin going up 5 freeway, Chris and I going up to 405 freeway and made our way home.

Much Thanks

Over the last three days with help from my fellow MARC members I would have to say it was a great success. I like to thank Chris Owens (KB6MYR) who got me up to Palm Springs. Ray and Boni Davis and the ladies at that Net Control, who did a marvelous job keeping us calm as we did our work on the bike ride. I would also like to thank Kevin Wilson (KI6SUJ) who graciously went out of his way to ride with Chris and me as we made our way home on a beautiful Sunday and the free lunch he provided for us.

73,
Joseph, W6UPB



Could this be W6UPB's new ham radio???(:))ss

Rich's view on the TDPS event as a rider

I just figured I'd chime in on the Palm Springs 100 from the cyclists' point of view.

I like to ride my bicycle with my HAM radio as tailgunner for 50 milers and metric centuries, but for full 100 mile centuries I ride with my company team.

It was turning out to be a beautiful desert day. It was a bit chilly, but I decided to forego my long tights and jacket and just wear my usual warm weather cycling kit. I knew it would warm up. The ride started at 7:00AM. I was about 100 yards back in line, and finally got set loose onto the streets at 7:30AM.

The streets getting out of town were pretty crowded. The police were at every intersection to give us a green light to speed things up. We waved a "thank you" to the cars patiently waiting for all the crazy bicyclists.

It wasn't long before there was a crash after the turn onto 20th. The fire department was just arriving on scene and there were already a few people stopped to help. There was yet another crash up Worsely Rd. I wasn't sure what caused either of them. I passed two fully faired recumbent cycles that were slowly plodding uphill. I took a photo of each of them and continued up the hill. I figured they would blaze past me on the downhill to come.

It was a long gentle uphill to the first rest stop and when I got there it was very crowded. It was get-off-your-bike-and-walk crowded. If you got their attention and held up your hand, the volunteers would throw you a banana or bottle of water. I couldn't even get close to the tables so the volunteer tossed me a banana which I dropped. No problem, I'm used to "desert seasoning". I really had to take a leak but there were only a few port-a-cans; they had long lines and I just couldn't bring myself to stand out in the open. Moving through the crowd as quickly as I could, I looked forward to a long downhill.

The 50 mile and 100 mile riders' courses split halfway up the hill and got back together on Dillon Rd. I got a flat just after the two courses came together again. No worries, getting flats is just part of the fun of bicycling. There was a large shade tree off to the side that looked like a good spot to stop. I could sit in the shade to fix my tube and also take care of the business I wasn't able to complete in the previous paragraph. I quickly found the leak in my tube and there was no corresponding sharp in the tire. I checked twice. By this time Frank, from my company team, noticed I was fixing a flat and stopped to keep me company. It's great to have unique team jerseys! I put a patch on the tube, pumped it up as much as my tiny hand pump could go and continued on.

The second rest stop (for 100 milers) was the first for the 55 milers. It was a pretty dusty place with no shade. It was very crowded. The bananas were bruised and the oranges looked like pig feed. The band was just finishing their set and breaking down. I was able to pump up my tire to full pressure with a floor pump and hook up with some more members of the company team; Joe and Lydia, as well as Bill Douglas. We took a few photos, but it was a very dusty

place so we quickly moved on. I rode with Joe along Dillon Rd. for a little while.

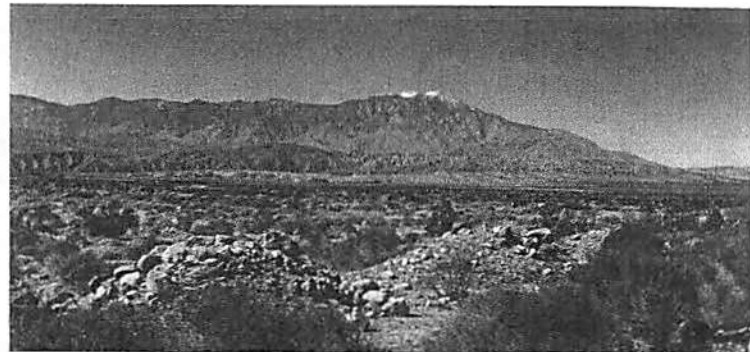
Around mile 35 Bill Douglas caught up with me and took a few photos. Dillon was a long, slightly downhill stretch, and I enjoyed pouring on some speed and taking in the scenery. The desert view was beautiful along Dillon Rd. and I stopped several time to snap a few photos while watching snow-covered Mt. San Geronimo and Mt. San Jacinto slowly retreat into the distance. The road got very bad at the end of Dillon Rd. just as it turned southeast and went under the I-10. I was surprised there weren't a lot of flats along that section, or maybe anyone that got a flat simply limped to the 50-mile rest stop just south of the freeway.

The 50 mile rest stop had ample facilities and the crowd had thinned out a bit, but it was still a busy rest stop. I seemed to get to each rest stop just as the bands were taking a break, so I didn't get to enjoy much music at any of the rest stops. Just luck of the draw, I guess...no big deal. I really wanted a peanut butter and banana sandwich, but there was no peanut butter. I heard that because so many people have peanut allergies, they simply eliminated peanut butter from the menu. But they did have cups of peanut M&M's, so that argument didn't seem logical. Maybe next time I'll carry my own peanut butter! They did have large oranges, which didn't look like pig feed and went well with my jelly sandwiches.

At this point it was around noon and I also noticed that I was getting a bit sunburned. I brought sunscreen but in the early-morning excitement of registering and trying to find my teammates I forgot to put it on! I went into the gas station store and asked if they had sunscreen. All they had was tanning butter...SPF 4! That's pretty much useless for a redhead. So, I figured I was better off just continuing on, hoping I didn't get burned too badly.

The rest of the ride was less desert and more urban as we went through the various suburbs on the way back to Palm Springs. The traffic was very courteous and accommodating for the most part and the roads were good. They had a hot rod show going on somewhere and it was great to see those old cars pass by. Along the way I passed a family on a bicycle built for four!

It felt good to finish and it was a great ride. I had dinner with some friends I knew from Scouts and it was the end of a perfect cycling day.



Rich Maschner
KG6NPA

FROM YOUR '50/50' LADY
MIJO REYNOLDS KF6BEB
<mijokf6beb@roadrunner.com>

NET DRAWING:

DRAW FOR 1/26 ON 2/2 #1 John W5JFR winner pd
DRAW FOR 2/2 ON 2/9 #14 Andy W6AJB winner
DRAW FOR 2/9 ON 2/16 #7 Scott KI6WOD winner
DRAW FOR 2/16 ON 2/23 #9 aaAlvin KD6UZM winner
DRAW FOR 2/23 on 3/2 #14 Mike N6QZT N/A
EB: Sheron KC6ZSH, Tom N2QGT, Mijo KF6BEB, Charles
KF6TXI, Mike N6QZT,
Echolink: Mark KE6ZRP(CA), K9ZKS Norm (IL)Mike
N7WNO(CA)Andy W6AJB
Visitor: KE6ERP Anthony

Remember instead of \$10 of 50/50 tickets you will be winning a
free breakfast at the Hometown Buffet...
This will be changing...

50/50:

Cupid decided to throw some hearty money to each \$35 John
KC6ZOZ, Bonnie KD6OFQ, Scott K6IXQ

\$25 gift certificate donated by Huntington Honda won by
Harold KI6TYH
DAIWA Coaxial switch donated by COMET won by Sheron
KC6ZSH

Donations by MARC:

44 pc AUTO SAFETY KIT WON BY CLINT NR6T
GLOW LIFE GEAR FLASHLITES WON BY MIKE KE6KWQ
GAS DUSTERS WON BY SCOTT K6IXQ
CORDIES WON BY SCOTT K6IXQ
FOR YOUR LAUNDRY WON BY JOHN W5JFR
MULTIPURPOSE PAPER WON BY ALVIN KD6UZM
LASER LEVEL, TAPE MEASURE, RULER ETC WON BY
JOHN W5JFR
MAGLITE SOLITAIRE WON BY PETER N6LMO
MULTICHARGER 6 PORT STATION WON BY CLINT NR6T.
BITTY BOOSTER WON BY MIKE KE6KWQ

A big Thank You for those members donating to the cause:
John & Mijo Reynolds, Tom & Sheron Guthrie, Catherine
Fleming, & Ray & Bonnie Davis

Gray ticket distributor-- John W5JFR
Gray ticket winner - Fara
How many tickets drawn - 1

Ticket drawer- Stephanie Dague
Ticket dissectors- Mike & Bonnie

SECRETARY/Treasurer/NewsLetter Editor/Info:
Bonnie KD6OFQ 949-551-1036 Fax 949-551-3042
Cell # 949-300-4441
<bonidavis@juno.com> <bonidavis@earthlink.net>

NEW MEMBERS:

Please welcome:

2/1- Joseph N7WRU & Carolyn Owens, Pleasant Grove,UT

MEETING:

We had a very nice young lady Stephanie Dague, Clint's
daughter and the quietest, cute little baby boy Gavin, Teri &
John's grandson.
TDPS event discussed and praying all would go well.
Ship to Shore Tour discussed and sign up sheet went around.

NEWSLETTER:

Thank you to all for your articles for the March newsletter.
Very much appreciated..

SUNSHINE CORNER:::

These members need our love and prayers...

Kile AF6YK is home and chomping at the bit....

David KF6TPH still has a swelled left hand with pain but does
have therapy for it.

Terry W6KHN who had recent surgery & is home recuperating
Danny KD6FLP in and out & home resting comfortably
George WM6L had some major surgery not sure if he is home yet
or not..

Anyone else out there who I have not mentioned Please know
we love and pray for each of you...as we do care... Life is not an
easy task when it comes to sickness and losing someone.
Love and Prayers to All who are ill , had surgery, lost a loved
one, we "MARC" are here for you day and night...as we care.
Also for all the people who are out of work, homeless due
circumstances beyond their control...

**WILLY DOUGLAS KF6QPD is on his third tour of
Iraq- he is Bill K6WBD's son...**

Special 2011 prayers for our troops.



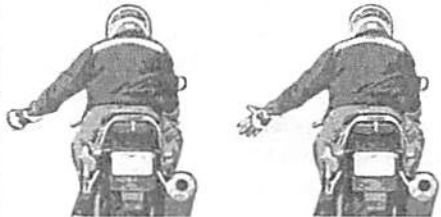




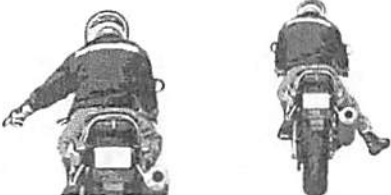





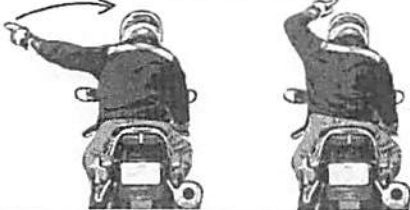
We honor our Military for putting their lives in danger
so we may live. Their families need our support and love
as well. They need our support in anyway we can help..
Keep up the spirit... Love & Gratitude to all
GOD BLESS AMERICA SUPPORT OUR TROOPS
IN GOD WE TRUST

March 4th is National Employee RECOGNITION DAY

***St. Patrick's Festival is Ireland's official celebration
for Ireland's national holiday - St. Patrick's Day.***

*Around the World on the 17th March, Ireland is
celebrated with parties and parades but the main party
is in Ireland where they celebrate for five days. There's
so much on offer - music, street theatre, family
carnivals, comedy, street performances, dance, a
treasure hunt, night spectacles culminating on
March 17th with the world famous St. Patrick's Day
Parade. So whether you're Irish or just wish you were,
Ireland is the place to be in March to enjoy the big
party.*

MSF's Guide to Group Riding: Hand Signals

<p>Stop - arm extended straight down, palm facing back</p> 	<p>Single File - arm and index finger extended straight up</p> 	<p>Turn Signal On - open and close hand with fingers and thumb extended</p> 
<p>Slow Down - arm extended straight out, palm facing down</p> 	<p>Double File - arm with index and middle finger extended straight up</p> 	<p>Fuel - arm out to side pointing to tank with finger extended</p> 
<p>Speed Up - arm extended straight out, palm facing up</p> 	<p>Hazard in Roadway - on the right, point with right foot; on the left, point with left hand</p> 	<p>Refreshment Stop - fingers closed, thumb to mouth</p> 
<p>You Lead/Come - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front</p> 	<p>Highbeam - tap on top of helmet with open palm down</p> 	<p>Comfort Stop - forearm extended, fist clenched with short up and down motion</p> 
<p>Follow Me - arm extended straight up from shoulder, palm forward</p> 	<p>Pull Off - arm positioned as for right turn, forearm swung toward shoulder</p> 	

**VERY IMPORTANT POSITIONS FILLED BY
WONDERFUL MEMBERS of MARC:**

Public Relations: Billy Hall N6EDY
Disaster & E-Mail Coordinator: De Witt Morgan KM6UK

MS 150K Coordinators: John Edwards KC6ZOZ
Andy Bocker W6AJB

TOUR DE OC For Abused Children Coordinator:
Scott Farthing KI6IXQ

Love Ride Coordinators: Bill Douglas K6WBD
John Reynolds W5JFR
Mark Kanzler KE6ZRP

Ship to Shore Tour de Cure Coordinators:
Mark Kanzler KE6ZRP
John Beckwith N6JCB
Bonnie Davis KD6OFQ

San Diego Tour de Cure Coordinator:
George Stover WM6L

Biker's Against Diabetes: Billy Hall N6EDY
Charles Robles KF6TXI
Victorville Mike Naron N6QZT
Pomona Bill Douglas K6WBD
Los Angeles John Beckwith N6JCB

Tour de Palm Springs: Harold Hilbert KI6TYH
John Reynolds W5JFR

APRS Coordinator: Chuck Welman KG6NJP
Bill Douglas K6WBD
Charles Robles KF6TXI

ECHOLINK Coordinator: Mark Kanzler, KE6ZRP
ke6zrp@sbcglobal.net
Echolink node 264283, or KE6ZRP-L
home 818-242-1742 cell phone 818-298-1820

EMBROIDERY: ShEron Guthrie KC6ZSH
kc6zsh@yahoo.com

Members-at-Large:
Danny Velderrain KD6FLP (Founding Board Member)
Terry Lewis KJ7LI (Past Vice President)
Pat Lewis KD6SBZ (Past 50/50 Lady)
Drew Pushie VE6HGW (Past Web Master)
Wayne Barringer WB6UJW (Past Web Master)

MARC Equipment controller is Ray Davis KD6FHN
as we have most of the set-up equipment at
3 Lindberg, Irvine, CA for charity events.

"MARC" DUES:

Dues are due yearly from January to January \$12 (USA & Canada) &
\$15 for all other countries per household. It is a \$1 per month after
February for the balance of the year unless you want back copies then it
is a full \$12. You may also pay for more than one year if you
care...your choice..

KISS THAT STRESS AWAY

Avoiding the "S" word!!

What is it? "Stressful"!! Instead, substitute "Challenging,"
advises psychologist Scott Shepherd, Ph.D, author of *Attacking
the Stress Myth*. Our brains respond to the mental pictures
created by our words, which means that simply that describing a
situation as "stressful" instantly raises your heart rate and blood
pressure! By contrast, "challenging" seems more manageable
and so makes you feel calmer. **RESULT:** You're about twice as
likely to deal with situations in ways that work!

You Make a Difference

*There are many who go the "second mile"
And greet each day's tasks with a smile;
Who spend their lives serving others
And look upon all men as brothers.
Who work for all children everywhere,
When there's a need - they are there.
Their time and talents freely dedicate
Serving in places small and great.
These are the ones we honor today
And to you we wish to say -
This world is now a better place
Because it looked upon your face.
(Unknown)*

March Wind

March wind is a jolly fellow;
He likes to joke and play.
He turns umbrellas inside out
And blows men's hats away.
He calls the pussy willows
And whispers in each ear,
"Wake up you lazy little seeds,
Don't you know that spring is here.
(Author Unknown)



FROM TOP: RINA PICCOLO; DAVID SIPRESS; PETER VEY

MOTORCYCLE BRACKETS

The following brackets are the ones we keep here at the house for our MARC members. These are not sold by MARC..

PTT Button Bracket

Fits under the left handlebar module and positions the button so it is right where your left thumb is naturally under the left hand grip. Fits 1500 and 1800 Gold Wings and some other Honda models. Has been adapted to some other brands and models. Black anodized or plain aluminum available. Has standard 1/2" hole for PTT button. Price \$10.00

PTT Waterproof Button

Has large rounded surface for your thumb, so your thumb does not get tired or sore with heavy use. Black in color. Fits in 1/2" hole on PTT Button Bracket. Price \$13.00

Antenna Bracket For 1/2" Tubular Trunk Racks

Natural aluminum color only Fits coax with SO-239 fitting only for antennas with PL-259 fittings, can not be modified to use with NMO fittings. Price \$25.00

Antenna Bracket For Kuryakyn or American Flat Racks For The 1800 Gold Wings.

Natural aluminum color only. The brackets are flat stock, bent so that the antenna is perfectly vertical, with 2, 8-32 threaded holes, so you have to drill 2 matching holes in the rear of your flat rack. Round head stainless steel screws hide the holes. Price \$12.50

Handlebar Brackets For HT's, Cell Phones, GPS's or Just About Anything Else

We just have them for the Left side handlebars (No more for the right side). They fit the 1500 and 1800 Gold Wings and some other Honda's too. They are Black anodized and come with all mounting hardware. Price \$25.00

Polished Stainless Steel Trunk Rack Plates

These 2 1/2" X 2 1/2" X .62" (1/16") SS plates are used by most of the MARC Members to keep from cracking the trunk lids. We have seen many cracked and busted trunk lids before we started putting these plates under the rear legs of the trunk racks. We have never seen a cracked lid when using these SS Plates. They fit under both the tubular and flat racks on the 1500 and 1800 Gold Wings. \$25 a set for polished plates

""PRICES DO NOT INCLUDE SHIPPING & HANDLING""

(Ray & I bought these as MARC could not afford to pay for 50-100 of these at a time so Checks go to Ray Davis (not MARC))

Custom Cables for GPS and APRS – contact Chuck KG6NJP kg6njp@pacbell.net

Garmin GPS-18PC GPS power cable

36" power cable assembly, with a 2A mini-ATO fuse in a weatherproof fuse holder. Adapts the Garmin GPS-18PC cigarette lighter adapter plug to "hard wired" for motorcycle or car. As described in the January 2005 MARC newsletter article about the GPS-18PC.

Price: \$19.00

Garmin GPS serial cable to Kenwood TH-D7A, TM-D700A or TM-D710A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a DE-9 male connector on the other end. Connects a standard Garmin GPS cable (designed to plug into a PC) to a Kenwood TH-D7A, M-D700A or TM-D710A. As described in the January 2005 MARC newsletter article about the GPS-18PC

Price: \$19.00 Kit: \$9.00 Special lengths up to 72" – no extra charge

IBM PC or compatible to Kenwood TH-D7A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a DE-9 female connector on the other end. Connects a PC with a standard 9-pin serial port to a TH-D7A only.

Price: \$19.00 Kit: \$9.00 Special lengths up to 72" – no extra charge

Garmin 4-pin "round" plug to Kenwood TH-D7A, TM-D700A or TM-D710A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a right-angle "Garmin original-style" (4-pin) round connector plug on the other end. Connects a "classic" Garmin GPS with the "original" 4-pin round connector to a TH-D7A, M-D700A or TM-D710A. This cable does not provide power to the GPS...!

Price: \$24.00 Kit: \$14.00 Special lengths up to 72" – no extra charge

Garmin "eTrex-type" plug to Kenwood TH-D7A, TM-D700A or TM-D710A

72" data cable with a molded right-angle 3/32" stereo plug on one end and a Garmin "eTrex-style" flat connector on the other end. Connects a Garmin GPS with the "eTrex-type" connector to a TH-D7A, M-D700A or TM-D710A. This cable does not provide power to the GPS...!

Price: \$24.00 Kit: \$14.00 Special lengths up to 72" – no extra charge

ALERT:.....If any "MARC" members World-wide have APRS (or are working on it) and are not on the MARC World-wide APRS Capabilities list (distributed earlier with the Newsletter), please email your APRS information If you need help in selecting appropriate equipment, please email me your questions.

Thank you...! **Chuck KG6NJP** kg6njp@pacbell.net

MINI COOPER SHOWN WITH CP-5M UNIVERSAL LIP MOUNT ON THE DOOR EDGE.

All the mounts attach to van doors, truck side doors, SUV doors, etc., and require no holes. Includes 16' 6" deluxe cable assembly w/18' mini RG-188B4U type coax for weather seal entry.



Choose a mount depending on the antenna size and vehicle mounting location space.

For Small Antennas & Limited Space

MODEL / ANT CONN / COAX CONN

Maldol EM-5M SO-239 / PL-259

Footprint: 1.1" x .75"

Max Antenna: .40"

For Medium Size Antennas

MODEL / ANT CONN / COAX CONN

COMET CP-5M SO-239 / PL-259

COMET CP-SNMO NMO / PL-259

Footprint: 3.4" x 1.25"

Max Antenna: .60"

For Tall or Multi-band HF Antennas

MODEL / ANT CONN / COAX CONN

COMET HD-5M SO-239 / PL-259

COMET HD-5 3B-24 3B-24 / PL-259

Footprint: 3.75" x 1.1"

Max antenna: .80"

Life is a JOURNEY. Enjoy the ride!

COMET BNC-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
Gain: 2.15/3.5dBi • Length: 17" • Conn: BNC Super flexible featherweight whip

COMET SMA-24 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
Gain: 2.15/3.5dBi • Length: 17" • Conn: SMA Super flexible featherweight whip

COMET SMA-503 DUAL-BAND 2M/70CM HT ANTENNA RX range: 100-1200MHz
Length: 8.75" • Conn: SMA

Maldol MH-209 (BNC Conn) MH-209SMA (SMA Conn) 2M/70CM DUAL-BAND HT ANTENNAS
3' length, soft rubber cover. Good performance in a small package.

COMET NEW! CSB750A DUAL-BAND 2M/440MHZ W/FOLD-OVER

Gain & Wave: 146MHz 3.6dBi 1/2 wave, 446MHz 6.1dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 42"
• Conn: PL-259 • Max Pwr: 150W

COMET NEW! CSB770A DUAL-BAND 2M/440MHZ W/FOLD-OVER

Gain & Wave: 146MHz 4.4dBi 5/8 wave center load, 446MHz 6.9dBi 5/8 wave x 2 center load • VSWR: 1.5:1 or less • Length: 51" • Conn: PL-259 • Max Pwr: 150W

COMET NEW! CSB790A DUAL-BAND 2M/440MHZ W/FOLD-OVER

Gain & Wave: 146MHz 5.1dBi 7/8 wave center load, 446MHz 7.7dBi 5/8 wave x 3 center load • VSWR: 1.5:1 or less • Length: 62" • Conn: PL-259 • Max Pwr: 150W

Maldol AX-50 DUAL-BAND 2M/440MHz

Gain & Wave: 2M 1/4 wave • 70cm 5.0dBi 9/8 wave • Length: 21" • Conn: PL-259 • Max Power: 60W

Maldol AX-75 DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain & Wave: 2M 1/2 wave center load 3.2dBi • 70cm 5/8 wave x 2 5.7dBi • Length: 30" • Conn: PL-259 • Max Power: 60W

Maldol AX-95 DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain & Wave: 2M 1/2 wave center load 3.3dBi • 70cm 5/8 wave x 2 5.8dBi • Length: 38" • Conn: PL-259 • Max Power: 60W

COMET B-10 / B-10NMO DUAL-BAND 2M/440MHz

Gain & Wave: 146MHz 0dBi 1/4 wave • 446MHz 2.15dBi 1/2 wave • Length: 12"
• Conn: B-10 PL-259, B-10NMO - NMO style • Max Pwr: 50W

COMET SBB-2 / SBB-2NMO DUAL-BAND 2M/440MHz

Gain & Wave: 146MHz 2.15dBi 1/4 wave • 446MHz 3.8dBi 5/8 wave center load • VSWR: 1.5:1 or less • Length: 18"
• Conn: SBB-2 PL-259, SBB-2NMO NMO style • Max Pwr: 60W

Maldol EX-107RB / EX-107RBNMO DUAL-BAND 2M/440MHz

Gain & Wave: 146MHz 2.6dBi 1/2 wave • 446MHz 4.9dBi 5/8 wave x 2 • VSWR: 1.5:1 or less • Length: 29"
• Conn: EX-107RB PL-259, EX-107RBNMO NMO style • Max Pwr: 100W

COMET SBB-5 / SBB-5NMO DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain and wave: 146MHz 3dBi 1/2 wave • 446MHz 5.5dBi 5/8 wave x 2 • Length: 35"
• Conn: SBB-5 PL-259, SBB-5NMO - NMO style • Max Pwr: 120W

COMET SBB-7 / SBB-7NMO DUAL-BAND 2M/440MHz W/FOLD-OVER

Gain & Wave: 146MHz 4.5dBi 6/8 wave • 446MHz 7.2dBi 5/8 wave x 3 • Length: 58"
• Conn: SBB-7 PL-259, SBB-7NMO - NMO style • Max Pwr: 70W

COMET and Maldol Mobile

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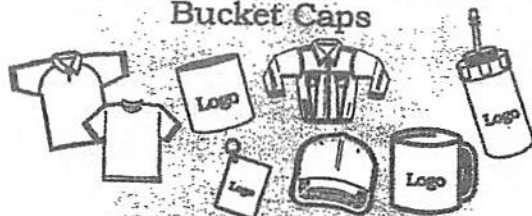
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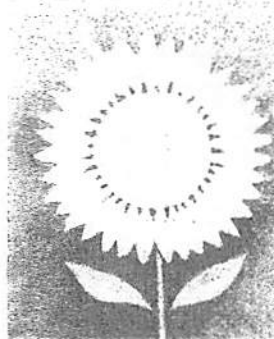
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	Elite 3	GL1500		
	130/70-18	\$201.99	\$129.99	\$119.99
	160/80-16	\$254.99	\$169.99	\$149.99
	Bridgestone	G709-G704	GL1800	
	130/70-18	\$219.99	\$129.99	\$119.99
	180/60-16	\$285.99	\$159.99	\$149.99
	G701-G702	GL1500		
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	130/70-18	\$194.95	\$139.99	\$119.99
	180/60-16	\$256.95	\$179.99	\$159.99
	ME880	GL1500		
	130/70-18	\$213.99	\$139.99	\$129.99
	160/80-16	\$259.99	\$169.99	\$159.99

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MAR- 2,9,16,23,30-"MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9
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13-DAYLIGHT SAVING TIME
17-ST PATRICK'S DAY
20-FIRST DAY OF SPRING

APR- 1-APRIL FOOLS' DAY
6,13,20,27-"MARC" NET ON THE ALERT SYSTEM 446.900 PL 110.9
9-"MARC" BREAKFAST MEETING HOMETOWN BUFFET IN AT 7 AM (SET UP) SERVE AT 7:30 AM
22-EARTH DAY & GOOD FRIDAY
23-TOUR DE OC (BENEFITS ABUSED KIDS (CANCELLED))
24-HAPPY EASTER
27-ADMINISTRATIVE PROFESSIONALS DAY

MAY 1-MAY DAY
1-SHIP TO SHORE TOUR DE CURE
4-EMPLOYEES RECOGNITION DAY
7-SAN DIEGO TOUR DE CURE
8-MOTHER'S DAY
14-"MARC" 19TH ANNIVERSARY MEETING
21-ARMED FORCES DAY
30-MEMORIAL DAY OBSERVED

SPECIAL INFO:..... "MARC" LIST: marc@n3port.com
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MARCH 2011

NEXT MEETING: NOTICE:....
MARCH 12, 2011 7:30 am AT HOMETOWN BUFFET
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